

NATIONAL BOARD MINUTES



**NATIONAL BOARD
MEETING
16 - 17 February 1996**

Atlanta, Georgia

16 - 17 Feb 96

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OPEN SESSION

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ATTEST:

DWIGHT H. WHELESS
Colonel, CAP
National Legal Officer

OFFICIAL:

RICHARD L. ANDERSON
Brigadier General, CAP
National Commander

CIVIL AIR PATROL
NATIONAL BOARD MEETING
MINUTES
16 - 17 Feb 96
Atlanta, Georgia

OPEN SESSION

CALL TO ORDER..... Brig Gen Richard L. Anderson, CAP
INVOCATION..... Chap. (Col) David R. Van Horn, CAP
PLEDGE OF ALLEGIANCE..... Col Paul M. Bergman, CAP
ROLL CALL..... Col Paul J. Albano, Sr., CAP

SENIOR AIR FORCE ADVISOR REMARKS..... Col Garland W. Padgett, Jr., USAF
EXECUTIVE DIRECTOR REMARKS..... Col Paul J. Albano, Sr., CAP
NATIONAL COMMANDER REMARKS..... Brig Gen Richard L. Anderson, CAP

NATIONAL BOARD

The National Board is the governing body of the Civil Air Patrol and is comprised of the National Commander, Senior Air Force Advisor (also Commander, CAP-USAF), National Vice Commander, National Chief of Staff, National Legal Officer, National Finance Officer, National Controller, the 8 region commanders, and 52 wing commanders.

NATIONAL OFFICES

*BG Richard L. Anderson, CAP	National Commander	*Col Herman H. Maddox, Jr., CAP	Region Commander
*Col Garland W. Padgett, Jr., USAF	Senior AF Advisor	Col James H. Tazelaar, CAP	Delaware
*Col Paul M. Bergman, CAP	Nat'l Vice Cmdr	Col Eugene L. Przybylowicz, CAP	Maryland
*Col James C. Bobick, CAP	Nat'l Chief of Staff	Col Stanley Voyiazakis, CAP	National Capital
*Col Dwight H. Wheless, CAP	National Legal Officer	Col Davis R. Bonner, Jr., CAP	North Carolina
*Col John P. Ratcliff, CAP	Nat'l Finance Officer	Col Kemper K. Hyers, CAP	South Carolina
*Col Larry D. Kauffman, CAP	National Controller	Col Charles S. Glass, CAP	Virginia
		Col Rodney E. Steorts, CAP	West Virginia

NORTHEAST REGION

*Col Joseph A. Guimond, Jr., CAP	Region Commander
Col Lloyd R. Sturges, Jr., CAP	Connecticut
Col Craig R. Treadwell, CAP	Maine
Lt Col Sheldon Rothstein, CAP (Proxy)	Massachusetts
Col Albert J. Sambold, CAP	New Hampshire
Col Joseph F. Convery, CAP	New Jersey
Col Joy S. Nelson, CAP	New York
Col Jean-Pierre J. Habets, CAP	Pennsylvania
Col Bryan W. Cooper, CAP	Rhode Island
Col Robert D. Johnson, CAP	Vermont

MIDDLE EAST REGION

GREAT LAKES REGION

*Col Denzil Allen, CAP	Region Commander
Col Ronald W. Westholm, CAP	Illinois
Col Larry W. Landick, CAP	Indiana
Col Douglas N. Huff, CAP	Kentucky
Col William S. Charles II, CAP	Michigan
Col Jacquelyn L. Hartigan, CAP	Ohio
Col Lawrence W. Stys, CAP	Wisconsin

SOUTHEAST REGION

*Col Richard L. Bowling, CAP	Region Commander
Col Angelos N. Petelos, CAP	Alabama
Col George O. Pringle, CAP	Florida
Col Benjamin D. Grove, CAP	Georgia
Col Rebecca D. Baum, CAP	Mississippi
Col Edward D. Marshall, CAP	Puerto Rico
Col Joseph C. Meighan, Jr., CAP	Tennessee

NORTH CENTRAL REGION

*Col Nicholas J. Knutz, CAP	Region Commander
Col Lawrence D. Toigo, CAP	Iowa
Col Harold D. Brown, CAP	Kansas
Col Wilbur D. Donaldson, CAP	Minnesota
Col Walter L. Reed, CAP	Missouri
Col John T. Rooney, CAP	Nebraska
Col Laurence L. Ruebel, CAP	North Dakota
Col Richard A. Buechler, CAP	South Dakota

SOUTHWEST REGION

*Col Thommie D. Herndon, CAP	Region Commander
Col Paul A. Handverger, CAP	Arizona
Col Sidney W. Wilson, CAP	Arkansas
Col Colin F. Fake, CAP	Louisiana
Col Dennis Manzanares, CAP	New Mexico
Col Walter S. Schamel, CAP	Oklahoma
Col Orlan D. Scott, CAP	Texas

ROCKY MOUNTAIN REGION

*Col Robert W. Kirkwood, CAP	Region Commander
Col Gary H. Tobey, CAP	Colorado
Col Milton W. Nodacker, CAP	Idaho
Col Charles R. Hunt, CAP	Montana
Col John J. O'Donnell, Jr., CAP	Utah
Col Betty L. Cash, CAP	Wyoming

PACIFIC REGION

*Col John A. Parrish, Jr., CAP (Proxy)	Region Commander
Col Michael L. Pannone, CAP	Alaska
Col Angelo A. Porco, CAP	California
Col Roger M. Caires, CAP	Hawaii
Col Phil Brown, CAP	Nevada
Col James L. Schmitt, CAP	Oregon
Col Douglas L. Jones, CAP	Washington

OTHER CORPORATE OFFICIALS

Col Paul J. Albano, Sr., CAP	Executive Director
Col Thomas A. Handley, CAP	Corp Legal Counsel
Mr. Paul J. Capicik	Dir. Mission Support
Mr. Don R. Rowland	Dir. Plans &
Requirements	
Mr. James L. Mallett	Dir. Aero. Ed. & Training
Mr. Douglas Isaacson	Dir. Cadet Programs
Ms. Renova Williams	Dir. Personnel
Mr. Thomas E. Hicks	Dir. Fin. Management
Ms. Mary Nell Crowe	Dir. Marketing & Pub.
Rel.	
Mr. Glen Atwell	Dir. Operations

*National Executive Committee	15 Members
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AGENDA ITEM 1

XP-001-296

Information

SUBJECT: SAF/MIR Update

Brig Gen Anderson

BACKGROUND: Mr. Bryan E. Sharratt, Deputy Assistant Secretary of the Air Force for Reserve Affairs (SAF/MIR), will discuss his vision for CAPs involvement in the Total Air Force.

MR. SHARRATT presented a slide briefing on his vision for CAP's involvement in the Total Air Force and gave a report on the recommendations of the Broad Area Review.

AGENDA ITEM 2**XP-002-296****Information****SUBJECT: AF Volunteer Resource Program****Brig Gen Anderson**

BACKGROUND: Ms. Paige, Chief of Air Force Family Policies, will brief the Air Force Volunteer Program and the results of a 6-month Volunteer Pilot Program.

The Air Force recently conducted a 6-month Volunteer Pilot Project in accordance with a DoD directive. The purpose of the pilot was to assess the value of expanded volunteer services at bases around the world:

- 16 Air Force bases volunteered to participate in the Pilot Program including two reserve sites.

Over 3,779 persons participated.

214,293 volunteer hours were contributed.

Using minimum-wage as a base, volunteer hours added up to \$910,745.25.

More than 26 agencies and programs were involved--with great success.

- For example: Base Pharmacy, Base Schools, Contracting Squadron, Veterinary Services, Base Photo Lab, Civil Engineers, Post Office, and Public Affairs.
- The increase in volunteer services enabled organizations to develop many special projects.
- Volunteers offered insights into the needs of the community.
- Increased timely services to customers.
- Spouses enhanced their job skills and employment potential
- Singles got out of the dorms and gained a sense of ownership in base community.
- Bottom line - VOLUNTEERS ARE FORCE MULTIPLIERS.

Current initiatives:

- 86 Family Support Centers (FSCs) in the Air Force, 22 with full-time Volunteer Management positions.
- Seven bases have no volunteer program activities in the FSC.
- There are fewer people on active duty, supported by fewer dollars and at times, seemingly asked to do twice as much work.
- If volunteers can indeed multiply and augment the work force, the Air Force will seek more flexible and creative models of encouraging participation in order to attract a wider spectrum of volunteers.

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- Collaborative team initiatives may allow organized volunteerism to continue at all our bases.
- HQ Air Force/DPCH is exploring partnering of the Civil Air Patrol and the Family Support Center volunteer.
 - A wellspring of skills meet a need for resources.
 - A win-win for everyone.
- The influence of volunteer programs extends far beyond base boundaries and through the years has singled out Air Force members and their families as Good-Will ambassadors worldwide. The acknowledged value of the program, both economic and supportive, are a measure of our commitment to the needs of our neighbors at home and abroad.

LT COL BARBARA HUNTER briefed the Air Force Volunteer Program and the results of a 6-month Volunteer Pilot Program.

AGENDA ITEM 3

CLC-001-296

Information

SUBJECT: Legislative Update

CLC/Col Handley

BACKGROUND: The Legislative Program for FY '97 will be presented.

COL HANDLEY reviewed the FY '96 program and briefed the Legislative Program for FY '97. He expressed appreciation to all members who helped on the Hill last year to reinstate the Civil Air Patrol budget as a part of Air Force funding, and solicited support for the planned Congressional Reception and the Grass Roots Campaign to "keep CAP in the Air Force budget and fully funded." He added that for the Senate Armed Services Committee to recommend transferring Civil Air Patrol to the Department of Transportation with only \$2.6M funding for SAR/DR would, in his opinion, destroy the whole organization.

FOLLOW-ON ACTION: Gen Anderson stated that in the event that *Annual Report to Congress* is not available in time for the Congressional Reception, he felt like a Summary of Achievements from the prior year could be compiled and would ask the staff to look at that possibility.

AGENDA ITEM 4**XP-003-296****Action****SUBJECT: Master Acquisition Plan (MAP)****XP/Mr Rowland**

BACKGROUND: The July '95 National Commanders Call at Dallas tasked the National Headquarters staff to develop a draft master acquisition instrument to assist the wings with identifying statements of need. The proposed strawman MAP is provided in response to that tasking.

The MAP provides an investment strategy for equipping units to support the missions of CAP and support programming of resources. The strawman and the process for the MAP will be presented for your approval.

CAP uses the DoD Program Objective Memorandum (POM) process as the mechanism to identify CAP's long-range funding needs to meet program requirements. Generally, the POM budget request is outlined over a 5-year projection. Therefore, the MAP should also address five years.

STRAWMAN MAP**CONTENTS**

- Define operational requirements
- Identify deficiencies
- Propose acquisition solutions
- Support for programmed resources

PROCESS

Each wing's mission support has an aspect of uniqueness. To accommodate a wing's specific needs, each wing should complete outlines/questions that will be provided by National Headquarter's program managers. These outlines should assist wings with identifying requirements and deficiencies. The outlines should be completed by each wing, submitted through respective region commanders, and forwarded to National Headquarters/XP by 31 July of each year. The MAP will be updated with the supplied information and distributed to National Headquarter's program managers and National Board members. The 31 July date is critical as the updated MAP will be needed to support the POM process, which generally begins each September. The MAP is a planning tool. The execution year budget financial plan will be attached to the MAP to reflect the requirements that will be satisfied in the current year.

Program managers are now finalizing outlines and questions for the MAP and will provide a final document at the February National Board meeting for your consideration.

RECOMMENDATION: That the National Board approve the process for the CAP Master Acquisition Plan (MAP) and that the strawman be adopted.

FUNDING IMPACT: None.

NATIONAL BOARD ACTION

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MR. ROWLAND presented this item as outlined in the agenda.

DISCUSSION: It was explained that the proposed MAP is a planning document to develop data in support of the POM process to help validate CAP requirements. Reference Aug '95 NB Minutes, Agenda Item 21, Item 1, National Equipment Purchases. It was also pointed out by wing commanders that the intent of the reference motion was that National Board members want to provide specific input as to their needs and desires before major purchase decisions are made by National Headquarters.

COL HERNDON/SWR moved, COL BOWLING/SER seconded the motion that the National Board approve the process for the CAP Master Acquisition Plan (MAP) and that the strawman be adopted.

MOTION CARRIED.

AGENDA ITEM 5**DO-001-296****Action****SUBJECT: CFI Compensation for Flight Instruction in CAP Aircraft**
NCR CC/Col Knutz

BACKGROUND: About six years ago, a ruling was issued from the National Board that prohibited CFIs from charging members for flight instruction in CAP Corporate aircraft. The rationale used at that time was that the CAP aircraft could not be used for hire. Somehow the situation was construed to be a case that the CFI was using the CAP aircraft to conduct his business. The facts are that the CFI does not rent, lease, or otherwise involve himself in the financial transaction of obtaining the CAP aircraft. The STUDENT is the renter of the aircraft and he is also the person who engages the CFI for the purpose of obtaining flight instruction. Payment for the use of the aircraft is a separate financial transaction between the student and the CAP unit responsible for the aircraft. The CFI is providing a service to the student.

Since this rule has been enforced, it has become increasingly difficult to attract and retain CFIs in CAP who are willing to donate their time to all requests for instruction. The lack of check pilots in many areas of the country attests to this problem. Where check pilots are plentiful, there is usually a rational reason for it such as local FAA FSDO approval for CFI renewal as part of the check pilot training course; or a plethora of new CFIs looking for flight time and experience as instructors (not necessarily the best or most experienced for CAP).

When a CFI commits to a training program with a student for almost any license upgrade, it is a commitment of 90 to 120 hours of the instructor's time over a 6- to 9-month period of time. That's a lot of time to commit to in advance. Secondly, when instructor time is free it gets used like any other free resource. Students don't come adequately prepared to effectively utilize the time and are less committed to learning. And, with the instrument rating, students tend to keep coming back to the instructor for refresher training and confidence building which puts the instructor in the position of further demands for free time or the option of turning his back on former students.

We are now seeing the situation where LOs are looking for refresher training, Form 91 training, and Form 5 checkouts in CAP aircraft. Under the present rules, they come to the CFIs in CAP for free instruction. So the instructor gives up his time, expertise, and skills for free while the student is being paid for that time by the same organization that demands the CFI donate his time. There is no acceptable rationale for this situation!

CFIs have to pay to retain that license. Biennial renewal courses run about \$200, annual medicals run \$50 to \$200, instrument charts and maps can run several hundred a year and the instructor has to keep his proficiency high enough for safety reasons. The instructor puts his license on the line for everything he does with a student in or out of aircraft. Many older instructors no longer work at flight instruction as a commercial venture so the costs to maintain an instructor ticket is an out-of-pocket expense with no other source to recover it. Asking that they perform services for free is an unwarranted imposition on a single group in CAP. We have no prohibitions about mechanics who happen to be CAP members being compensated for maintenance work on CAP aircraft. The same can be said about doctors, lawyers, and other

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professions that carry into the CAP arena. This ruling is driving CFIs out of CAP and those who remain are becoming very reluctant to give their services within the organization.

I believe most instructors would subscribe to a regulation which would allow them to charge for all types of instruction except for Form 5 and Form 91 check rides with the provision that they must be certified check pilots in CAP in order to do any instruction in CAP. This would achieve three objectives

1. It eliminates the free instruction syndrome and allows CFIs to recover some of their expense.
2. It provides an incentive to be a check pilot.
3. It provides a training requirement for the new CFI who may be just building time at the expense of our membership and will be gone when they find a real job.

RECOMMENDATION

Part 1. In CAPR 60-1, remove the last sentence of para 2-3i which contains the prohibition against charging for flight training. Replace it with "No flight instructor payment shall be made for any Form 5 or Form 91 check rides. Fair and reasonable charges for all other types of flight instruction in CAP aircraft are optional at the discretion of the flight instructor."

Part 2. Remove all references in CAPR 60-1 to the term "instructor pilot(s)" in para 3-8, para 3-13, and any other incidental appearances of the term. (All future flight instruction in CAP would be done by CFIs certified as check pilots.)

Part 3. Phase out all authorizations for "instructor pilots" over a 6-month period during which time they have the opportunity to become check pilots by attending and successfully completing the National Check Pilot Clinic training course.

FUNDING IMPACT: None.

STAFF COMMENTS: Generally, HQ staff supports the concept of increased flight training authorized under CAPR 60-1 subject to the following:

1. There are two categories of CAP flying in CAPR 60-1 in which formal CFI flight training is authorized: (a) cadet flight training and (b) SAR/DR mission pilot training to a higher airman rating or certificate.
2. Cadet flight training is an Air Force assigned nonreimbursed mission and CFI charging in those flights is a CAP-USAF decision indicated below.
3. SAR/DR mission pilot training to a higher rating or certificate is presently a corporate mission (C mission) and CFI charging for instruction is a CAP policy decision.

There are several issues the National Board should consider in deciding this matter.

1. Would allowing CAP CFIs to charge for flight instruction be regarded as unfair competition with local FBOs?
2. CFIs charging CAP members for flight instruction raises aviation liability insurance coverage issues. Commercial CFIs present a separate insurance risk in general. Our London underwriter raised an objection last time this issue was presented, but made no final ruling. We have again asked for the coverage determination and will be prepared to brief the National Board on it before they make their decision.
3. CAP members volunteer to do described duties in their units such as lawyers, maintenance, etc., for which they should not be and are not paid. There are unusual cases where a CAP member is employed in his or her full-time non-CAP occupation to perform a non-volunteer type CAP task. For instance, a CAP member whose occupation is that of a lawyer, may be hired by CAP to represent CAP in a lawsuit. The same CAP lawyer would not be paid to perform his or her CAP volunteer lawyer duties such as handling complaints, advising commanders on general legal issues, etc. How this fits with the proposal to allow CAP members to pay CAP CFIs is a policy issue for the National Board to decide.

CAP-USAF comments to presented at the National Board.

NATIONAL BOARD ACTION

COL PARRISH/PACR moved, COL SCHAMEL/OK seconded the motion that the National Board approve the RECOMMENDATION in the agenda.

COL GUIMOND/NER proposed a friendly amendment to the motion to allow training money to go into a pool to pay for the expenses of the CFI--the wing commander, depending on the activity of the check pilot, could reimburse the CFI; the CFI could maintain volunteerism and not put personal money in his pocket.

COL PARRISH and COL SCHAMEL accepted the friendly amendment.

COL GUIMOND/NER moved to amend, COL TOIGO/IA seconded the amendment to the motion to allow local prerogative of wing commanders, with approval of region commanders, for a surcharge, not to exceed \$10 per hour for flight instruction, to be utilized to pay the expenses of individual check pilots.

AMENDMENT TO THE MOTION DID NOT CARRY.

DISCUSSION: There was a lot of discussion on the problems that could arise as a result of paying a CAP member for services that are usually volunteered, and if one profession is paid, the question would ultimately arise for payment of other volunteer services. Col Guimond expressed opinion that reimbursement of expenses is not the same thing as compensation for services. Col Padgett expressed Air Force concern that the issue of direct

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compensation to CFIs goes contrary to the reason why the aircraft were issued--they were furnished for SAR and not for instruction. Col Pannone stated that he believed there were many legal concerns; that the idea needs further staffing and made the following motion.

COL PANNONE/AK moved, COL CASH/WY seconded the motion to table.

MOTION TO TABLE CARRIED.

FOLLOW-ON ACTION: Further staffing by National Headquarters.

AGENDA ITEM 6**DO-002-296****Action****SUBJECT: "911-T" Program****DOS/Mr. Angley**

BACKGROUND: At the Feb '95 National Board, a motion was adopted to run a test of the 911-T Program. The 911-T Program permits wing commanders to launch aircraft or disperse ground teams on actual SAR/DR missions using a SAR/DR training mission number. The Aug '95 National Board recommended the test program continue for a full year to gather more data before a final decision is made. A total of twelve 911-T missions have been flown since the program started. Missions were activated to search for missing persons, missing aircraft, assess the damage caused by a tornado and a flood, transport medical supplies, and search for an ELT. No finds or saves were reported. All comments received from the field indicate that the 911-T Program is a valuable option for wing commanders and should be continued.

RECOMMENDATION: Discontinue the test, adopt the 911-T Program, and incorporate the procedures in CAPR 55-1.

FUNDING IMPACT: None.

NATIONAL BOARD ACTION

COL ATWELL/DO presented this item as outlined in the agenda.

COL MANZANARES/NM moved, COL ROONEY/NE seconded the motion that the National Board discontinue the test, adopt the "911-T" Program, and incorporate the procedures in CAPR 55-1.

MOTION CARRIED.

FOLLOW-ON ACTION: Implementing change to CAPR 55-1.

AGENDA ITEM 7**ET-001-296****Information****SUBJECT: Senior Member Training Program For Cadet Leaders****ET/Mr. Mallett**

BACKGROUND: One of the cadet program initiatives launched by General Anderson, and strongly endorsed by the National Board, is the development of a Senior Member Training Program for Cadet Leaders. As a result of the Civil Air Patrol reorganization, staff turnover in the National Headquarters Senior Training Division severely hampered development of the new course. Recognizing the importance of this program and the limited developmental resources at National Headquarters, Colonel Ors Bradie, the CAP-USAF RMR/CC, in conjunction with support from Colonel Padgett, the CAP-USAF/CC, volunteered to work this initiative for CAP. Colonel Bradie's initial effort began at F. E. Warren Air Force Base, Wyoming, in mid-November 1995. There he gathered various cadet-oriented personnel, including National Headquarters representation, to develop a course outline (attached). Since then, Colonel Bradie has visited National Headquarters to consult with personnel in Senior Training on various matters concerning course development. On the occasion of this National Board, and before full-scale development begins, Colonel Bradie will brief the Board on program content.

NOTE: CAP commanders who have a Cadet Program staff member interested in working on the instructional development of the course should contact Colonel Bradie.

DSN	926-3377	Commercial	303 / 676-3075
	926-3075		303 / 676-3082
	926-3082		

FAX -- DSN 926-3242	FAX	303 / 676-3242
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COL BRADIE/CAP-USAF/RMLR/CC briefed subject program content.

COL KIRKWOOD/RMR moved, COL FAKE/LA seconded the motion that the National Board endorse the continuance of the Senior Member Training Program for Cadet Leaders as briefed by Col Bradie.

COL PARRISH/PACR noted that credit be given to volunteers of the Pacific Region for their efforts in laying the initial groundwork for this project. He also applauded Col Padgett's support, Col Bradie's efforts, and their use of CAP volunteers.

MOTION CARRIED.

AGENDA ITEM 8**DP-001-296****Action****SUBJECT: Cadet Age Requirement****NM WG CC/ Col Manzanares**

BACKGROUND: In August, the National Board considered a proposal from the New Mexico Wing to waive the cadet age requirement for middle school students. After considerable discussion, the Board approved an across-the-board change to lower the cadet age to 12 years old **and** completion of the fifth grade. Because of the confusion and apparent widespread misunderstanding in the field concerning eligibility of sixth graders, National Headquarters asked the National Board for clarification and revote by fax. The National Board sustained the original decision. However, the problem has still not been resolved for wings actively targeting students in the middle schools (typically 6, 7, 8 grades).

RECOMMENDATION: That the National Board amend the original resolution to state that cadet membership is open to any youth 12 years of **age** who is attending the sixth grade.

FUNDING IMPACT: None.

STAFF COMMENTS: The National Headquarters staff supports. The DP phones rang off the hook after the Aug '95 NB when DP returned applications from sixth graders (who were not yet 12 years old) as "ineligible." Unit commanders generally thought the National Board resolution lowered the age to include sixth graders. The previous CAPM 39-2 criteria stated cadets had to be 13 years of age **or** have completed the sixth grade. The August resolution actually made cadet eligibility more restrictive in some cases. If CAP is to attract younger students before losing them to other interests, sixth graders should be approved without regard to age. The typical sixth grader is 11 years old at the time of entering school in August or September, but turns 12 years old prior to the 7th grade.

NATIONAL BOARD ACTION

COL MANZANARES/NM briefed this item as outlined in the agenda.

COL WHELESS/NLO stated that it would not be appropriate to amend a resolution from a prior meeting, but that a new motion would be in order for action on this item.

COL MANZANARES/NM moved, COL SCHMITT/OR seconded the motion that the National Board approve that cadet membership is open to any youth 12 years of age **OR** who is attending the sixth grade.

MOTION CARRIED.

FOLLOW-ON ACTION: Implementing change to regulation.

AGENDA ITEM 9**CP-001-296****Action****SUBJECT: National Color Guard Competition****OH WG CC/Col Hartigan**

BACKGROUND: At the August 1995 National Board Meeting, a proposal was made to change the National Cadet Competition. Although the measure did not pass, there was significant support for one of the recommendations that was part of that agenda item. The specific recommendation was to add a Color Guard Competition to the National Cadet Competition. The idea has several merits:

1. It costs far less to field a color guard than a 16-man team, therefore, smaller, less affluent units could field a team. The reduced cost would also make it easier to find sponsors.
2. By limiting their performance to simply that of a color guard (i.e., no written exam, panel quiz, mile run, or volleyball), it would make it easier to enlist adequate senior support and maintain the color guard as an ongoing activity within the unit.
3. It would provide even the smallest units a valuable public relations tool, regardless of whether or not they ever win a competition.
4. Since color guards are limited to NCOs and airmen, it would provide an additional opportunity for NCOs to demonstrate their leadership capabilities and take on a significant responsibility. It would also provide NCOs and airmen the opportunity to experience a wing, region, and national level activity. This might instill a desire to further their participation in other higher level activities.
5. Some regions have already added a Color Guard Division to their Region Cadet Competitions. Consequently, the knowledge and experience on which to build a National Color Guard Competition currently exists.

NOTE: In August, the CP staff comments regarding this proposal were: "The Color Guard Competition is a great idea and has little overhead and allows any squadron to put together a team."

RECOMMENDATION: That a Color Guard Competition be added to the National Cadet Competition as a separate division. Such a competition would not be a multifaceted competition as with the National Cadet Competition, but a separate and distinct activity. The participation of Color Guard entries would be strictly limited to their performance as a Color Guard.

FUNDING IMPACT: The projected cost for adding the competition is approximately \$6,000 (\$120/person with four cadets and one escort representing each region and the Asian and European overseas units). The cost includes billeting, meals, awards banquet, team jackets, and awards. This competition is to run concurrent with the National Cadet Competition with the additional cost being added to the NCC budget.

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STAFF COMMENTS: Headquarters CAP supports the proposal to add the National Color Guard competition to the National Cadet Competition as it will allow smaller units and more cadets to participate in competition at the national level. However, the scope of the competition should be determined after advice and suggestions are received from the National Cadet Advisory Council and National Cadet Programs Committee. Both are currently working this issue.

NATIONAL BOARD ACTION

COL HARTIGAN briefed this item as outlined in the agenda and acknowledged input also from Col Allen/GLR, Col Guimond/NER, and Col Cooper/RI.

COL HARTIGAN/OH moved, COL KIRKWOOD/RMR seconded the motion that the National Board approve the RECOMMENDATION that a Color Guard Competition be added to the National Cadet Competition as a separate division. Such a competition would not be a multifaceted competition as with the National Cadet Competition, but a separate and distinct activity. The participation of Color Guard entries would be strictly limited to their performance as a Color Guard.

COL COOPER/RI moved to amend, COL CASH/WY seconded the amendment to the motion to include the attached NATIONAL COLOR GUARD COMPETITION scheme which is endorsed by the National Cadet Advisory Council, National Cadet Programs Committee, and National Cadet Programs.

THE NATIONAL BOARD VOTED TO ACCEPT THE AMENDMENT TO THE MOTION.

COL WESTHOLM/IL stated that the terminology “STANDARD DRILL” contained in the amendment may not reflect intent and should be removed. Gen Anderson suggested that the staff could work out proper wording.

MOTION AS AMENDED CARRIED.

FOLLOW-ON ACTION: Implementation of National Color Guard Competition using correct terminology to reflect intent for “STANDARD DRILL” in the attached scheme for the National Color Guard Competition.

AGENDA ITEM 10**DP-002-296****Action****SUBJECT: Membership Nonrenewal Policy****DP/Ms. Williams, CLC/Col Handley**

BACKGROUND: At the February 1995 National Board, a nonrenewal policy was approved to permit commanders flexibility in denying continued membership to those members with “defective attitudes or patterns of disruptive behavior.” The policy also stipulated that any unit commander could recommend nonrenewal, but the nonrenewal action could be initiated only by the wing commander and that the letter of notification to the member would be signed by the wing commander. It was further stated that this would become the general nonrenewal standard and acts of specific misconduct would be handled via CAPR 35-3 terminations. In revising CAPM 39-2 to implement the new nonrenewal policy, it seemed incongruent that an individual whose membership was due for renewal could not be nonrenewed for a serious problem but could be nonrenewed for “defective attitude or disruptive behavior.” In order to permit nonrenewal in either case and to tighten up the nonrenewal policy in general, the National Board is asked to reconsider the concept of the nonrenewal policy approved by the February 1995 National Board as outlined in the recommendations below.

RECOMMENDATION: That the National Board approve the following additional membership policies for incorporation into CAPM 39-2:

- a. In addition to being used to nonrenew members with defective attitudes or patterns of disruptive behavior, the nonrenewal procedure may also be used for acts of specific misconduct in lieu of CAPR 35-3 termination action if appropriately timed.
- b. The letter of notification from the wing commander to the member concerned will briefly outline the reasons for all recommended nonrenewal actions.
- c. The region commander will, at the request of the member concerned, appoint an individual or board to investigate the circumstances surrounding the recommended nonrenewal. The region commander may, at his or her own discretion, investigate the circumstances in all cases.
- d. To avoid unreasonable delays, members being considered for nonrenewal will become eligible to renew automatically if a final decision is not rendered 90 days past the membership expiration date.
- e. Add provision/procedure to nonrenew Aerospace Education Members.

FUNDING IMPACT: None.

NATIONAL BOARD ACTION

MS. WILLIAMS and COL HANDLEY briefed this item as outlined in the agenda.

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COL KIRKWOOD/RMR moved, COL CHARLES/MI seconded the motion that the National Board approve the additional membership policies for incorporation into CAPM 39-2 as recommended in the agenda.

COL HERNDON/SWR moved to amend, COL SCOTT/TX seconded the amendment to the motion to delete the words "or board" from paragraph c. of the recommended membership policies. (Paragraph c. would read: "The region commander will, at the request of the member concerned, appoint an individual to investigate the circumstances surrounding the recommended nonrenewal. The region commander may, at his or her own discretion, investigate the circumstances in all cases.")

AMENDMENT TO THE MOTION CARRIED.

DISCUSSION: It was pointed out that due to the number of complaints received from nonrenewed members who had not been given reasons for nonrenewal, the proposed changes in policy would offer some semblance of due process by allowing, if requested, the appointment of an individual to investigate the circumstances of the nonrenewal, but not a board which may become too time consuming for the commanders. Col Wheless/NLO encouraged adoption of the motion as amended.

MOTION AS AMENDED CARRIED.

FOLLOW-ON ACTION: Implementing change to CAPM 39-2.

AGENDA ITEM 11**DP-003-296****Action****SUBJECT: Business Membership Dues****DP/Ms. Williams, PA/Ms. Crowe**

BACKGROUND: Business membership dues have not changed since this membership category was established in 1969 to raise funds to purchase ELTs for corporate aircraft. Since we now have fund-raising expertise in Marketing and Public Relations, we need to revitalize this method of soliciting corporate contributions. Current policy requires that all business membership revenue be directed to National Headquarters. We know many businesses would prefer to designate a local CAP unit as recipient. Since CAPM 39-2 is currently under revision, we need National Board approval to raise business membership dues.

RECOMMENDATION: That the National Board raise minimum business membership dues from \$100 to \$500.

FUNDING IMPACT: Excellent opportunity for units to acquire needed funds.

NATIONAL BOARD ACTION

Ms. Williams deferred to Ms. Crowe to brief the agenda item. In addition to recommending a raise in the minimum business membership dues, Ms. Crowe outlined the Gold, Silver, and Bronze levels of business membership and added a recommendation "that the dues can be designated to a local unit."

COL TOIGO/IA moved, COL STEORTS/WV seconded the motion that the National Board approve business membership dues for the following categories: GOLD WINGS--\$5,000; SILVER WINGS--\$2,500; BRONZE WINGS--\$1,000; WINGS--minimum \$500; and that those business membership dues can be designated to go back to any unit level.

MOTION CARRIED.

FOLLOW-ON ACTION: Implementing change to regulation.

AGENDA ITEM 12**DP-004-296****Information****SUBJECT: Membership Report****DP/Ms. Williams**

BACKGROUND: The NEC identified membership growth as CAP's number one goal at the National Vision Retreat held at Maxwell AFB, 17-18 November 1995. There were numerous membership initiatives contributing to reversing the membership decline in 1995. We don't want to lose that momentum in 1996. A membership status report will be presented along with a membership marketing strategy for 1996 to include plans to change the concept of the annual membership campaign to a year-round effort so all members recruited throughout the year are credited.

MS. WILLIAMS briefed the Membership Report.

AGENDA ITEM 13**DP-005-296****Action****SUBJECT: Status of Wing Liaison Personnel****DP/Ms. Williams, CLC/Col Handley**

BACKGROUND: When the LO and LRDAE support MOU was developed, one of the key issues addressed was the membership status of wing liaison personnel as CAP volunteers. In order to avoid any possibility of conflict of interest and to ensure that there is no confusion as to the duty status of our liaison personnel in case of an accident or other liability, it would be clearer if everything the LO does for CAP is in the scope of his or her employment. This way there will be no questions that an LO is always performing paid employee duties. This would serve to both clarify their employee status and prevent confusion of their role in CAP. This would have the effect of prohibiting wing liaison personnel from participating as CAP volunteers in any capacity; however, they could still fly Air Force assigned (Category A & B) missions as employees as desired by the National Board. A corporate employee identification card could be developed to be used in lieu of a CAP membership card when flying corporate aircraft in accordance with CAPR 60-1. The MOU, which is a living document, would be revised to reflect this policy.

RECOMMENDATION: That the National Board, recognizing the importance of avoiding a conflict of interest and the need to clarify the paid status of wing liaison corporate personnel, hereby resolved that all duties performed by those wing liaison personnel must be within the scope of their paid employment and not as CAP volunteers, and that wing liaison personnel are not eligible for volunteer membership in Civil Air Patrol. It is further resolved that National Headquarters will develop a CAP corporate employee identification card to be used by wing liaison personnel in lieu of a CAP membership card in CAP aircraft or vehicle operations.

FUNDING IMPACT: None.

NATIONAL BOARD ACTION

Ms. Williams and Col Handley briefed this item as outlined in the agenda.

COL PARRISH/PACR moved, COL BOWLING/SER seconded the motion to approve the RECOMMENDATION in the agenda.

DISCUSSION: Several opinions were expressed in support of clearing up what Col Padgett referred to as the “gray area,” before a problem arises. Col Padgett explained that flying is within the scope of employment of LOs, but not LNCOs. Concern was also expressed that, in the event of injury, the liaison personnel benefit range under FECA has not been determined and we are waiting for an answer from the Department of Labor.

MOTION CARRIED.

FOLLOW-ON ACTION: Policy change in the LO MOU and development of a corporate employee identification card to be used by wing liaison personnel.

AGENDA ITEM 14**DP-006-296****Information****SUBJECT: AOPA Tribute to World War II Subchasers****DP/Ms. Williams**

BACKGROUND: For the past two years, National Headquarters has been working with AOPA to put CAP's story before the general aviation public. Since AOPA's 1995 Expo was held in Atlantic City, which is so rich in CAP history, it was determined that this would provide an ideal opportunity to "showcase" CAP. Through the good graces of Mr. Drew Steketee, AOPA's Senior Vice President of Communications and friend of CAP, the theme, "CAP Then--CAP Now," was carried out throughout the weekend. A record crowd of nearly 9000 general aviation enthusiasts attending the Expo were reminded of CAP's contributions to general aviation and the nation through several venues.

In addition to CAP's usual membership booth, AOPA sponsored an adjoining booth manned by CAP's national historian with an impressive array of vintage CAP uniforms and artifacts. AOPA also sponsored three historical aircraft with distinctive CAP markings for the static display at Bader Field Airport. The Northeast Region provided a pristine, modern CAP aircraft with the latest avionics which also served as an excellent recruiting attraction.

To enhance publicity at the membership booth, AOPA developed a colorful decal from an original CAP subchaser cartoon by Zack Moseley, of the nationally-syndicated Smilin' Jack comic strip for Expo attendees. These are now collectors' items since they were produced only for the CAP tribute in Atlantic City. Decals will be provided for National Board members in Atlanta.

The New Jersey Wing held its wing conference in conjunction with the Expo and General Anderson conducted a National Commander's Town Meeting for CAP members attending Expo. The highlight of the weekend was a special tribute to CAP's subchasers at a luncheon attended by some 1200 Expo attendees. In addition to recognition of several World II CAP veterans in the audience, the President of AOPA presented General Anderson with a special commemorative plaque in recognition of CAP's contributions to the war effort. The veterans were later interviewed by Discovery Channel and were featured at a historical seminar telling their CAP story.

The tribute resulted in scores of favorable press releases in numerous newspapers and aviation publications, plus a feature article in the December issue of *Plane and Pilot* magazine.

A 12-minute film produced by AOPA, especially for the luncheon tribute, will be shown at the National Board meeting.

MS. WILLIAMS briefed this item as outlined in the agenda, and showed the AOPA film.

AGENDA ITEM 15**PA-001-296****Action****SUBJECT: Unit Regist. with Local Chamber of Commerce****OK WG CC/Col Schamel**

BACKGROUND: Civil Air Patrol does not maintain a standard, single community contact point throughout the nation. Some units have no local listing, contact points or local telephone numbers. Visiting members and others would be able to locate local units if they have a single registration point of contact. This proposal would help in developing a national recruiting campaign where we can list "Contact your local Chamber of Commerce for additional information." Space on posters and other recruiting displays should be provided for local unit address addition as appropriate.

RECOMMENDATION: CAPM 190-1 be modified to read: Each unit shall on 1 January of each year register with their local Chamber(s) of Commerce, or the community equivalent, providing unit name, address, meeting time and place, and listing the names and telephone numbers of the unit commander, deputy commander(s) and operations officer. Should any change occur during the year, the unit will provide an updated listing to the local Chamber.

FUNDING IMPACT: Cost of membership in local Chamber of Commerce.

STAFF COMMENTS: National Headquarters staff supports this agenda, but the following issues should be addressed:

1. Individual units may be required to join the local Chamber of Commerce and pay membership dues. This will impact unit funds.
2. Keeping the information current will be the local unit's responsibility.

NATIONAL BOARD ACTION

COL SCHAMEL briefed this item as outlined in the agenda.

COL SCHAMEL/OK moved, COL HERNDON/SWR seconded the motion that the National Board approve the RECOMMENDATION in the agenda.

DISCUSSION: Several expressions of concern as to cost were voiced. A suggestion was made that this item needed further staffing--an opportunity for the staff to explore a national initiative with the National Chamber of Commerce for some form of special membership or honorary status.

MOTION DID NOT PASS.

AGENDA ITEM 16**MS-001-296****Information****SUBJECT: Information Systems Projects****MS/Paul Capicik & Dave Crawford**

BACKGROUND: Following guidance from the May '95 NEC (Agenda Item 6 - Information Systems Strategic Plan) and moving toward the corporate goals "Embrace sound business practices" and "Improve technology and information management," we are moving ahead in many areas. As we progress, it is important for the field leadership to understand where we are going and support the necessary field involvement that will be necessary if we are to reach our stated goals. The following topics will be presented:

- After CAP receives its full 1996 appropriated funding, HQ MSI will begin purchasing and distributing computers to the field (rgn & wg level).
 - Configuration - Pentium, 8 MB RAM (16 when we migrate to MS Office 95), 3.5 floppy, 1GB hard drive, 4X CD-ROM, sound card, FAX/modem, voice mail.
 - Other features - easy setup out of the box, plug-n-play compatible, 3-year warranty (both CPU and monitor).
 - TNC compatible for packet interface.
 - Working toward CAP standard computer/software for sale to CAP units and membership.
- Enterprise Information System (EIS).
 - Fix current system deficiencies.
 - Enhance current capability to meet mission and business needs.
 - Establishing on-line forums to discuss specific technical solutions (i.e., data encryption, digital signature verification, etc.).
 - Both HQ and field inputs are being pursued.
- HQ - Field connectivity.
 - Re-established dial-in service.
 - Working a cost effective on-line internet connection.
 - Use of World Wide Web (WWW) capabilities to pass information/transactions.
 - Use of WWW and CD-ROM.

(We will also provide a demonstration of some of the above mentioned capabilities and technologies using a computer configured as stated above.)

All items discussed here are either already funded, or, in the case of PCs and software, will be purchased by members/units.

To make these systems viable and responsive, MS requests the following from all region/wing commanders:

1. Provide comments/concerns about these topics to the HQ MSI staff.
2. Make every effort to respond to development team requests for information needed to bring these efforts to fruition.
3. Commanders at all levels make a concerted effort to seek out/develop computer expertise to make the best use of the developing technology.

MR. CAPICIK briefed this item as outlined in the agenda. MR. CRAWFORD demonstrated some of the briefed capabilities and technologies.

AGENDA ITEM 17**Action****SUBJECT: Additional Old Business**

ITEM: Status of CAPR 60-1.**COL KIRKWOOD/RMR** asked about the status of CAPR 60-1.**COL ATWELL/DO** stated that it is complete except for those items which hinge on the CAP/USAF MOU.**COL PADGETT** reported that the MOU is in the approval process; that this body has done all it can; that it is moving along as quickly as it possibly can. He made a plea that the National Board wait for MOU approval before printing and disseminating interim changes to CAPR 60-1.**NO ACTION.**

AGENDA ITEM 18**Action****SUBJECT: New Business**

1. ITEM: Commanders' Course Appreciation.

COL HANDVERGER/AZ, on behalf of all the commanders attending the Commanders Course of '96, expressed appreciation to Gen Anderson, Col Padgett, and Col Albano. He stated, "We have had food for our stomachs; you have given us purity in thought and ideas; you have given us education and training for our brains." He presented mementos to Gen Anderson, Col Padgett, and Col Albano.

2. ITEM: Memorandum of Understanding (MOU) between CAP and the FAA National Engineering Operational Support Division.

COL ATWELL/DO presented this agenda item.

COL SCHMITT/OR moved, COL COOPER/RI seconded the motion that the National Board approve subject MOU.

MOTION CARRIED.

FOLLOW-ON ACTION: Signing of MOU.

3. ITEM: Memorandum of Agreement (MOA) between The Soaring Society of America (SSA) and the Civil Air Patrol

COL ATWELL/DO presented this agenda item.

COL BOWLING/SER moved, COL KIRKWOOD/RMR seconded the motion that the National Board approve subject MOA.

MOTION CARRIED.

FOLLOW-ON ACTION: Signing of MOU.

4. ITEM: CD Sponsored Cadet Orientation Flights.

COL ATWELL/DO briefed this item as outlined in the agenda and stated that further details on the implementation would be forthcoming.

COL BOWLING/SER moved, COL KAUFFMAN/NC seconded the motion that the National Board approve the proposed CD Sponsored Cadet Orientation Flights as outlined in the agenda.

MOTION CARRIED.

FOLLOW-ON ACTION: Implement the proposal on a test basis for FY '96; re-look during the out years as funding allows.

5. ITEM: National Vice Commander Update Briefing.

COL BERGMAN/NVC briefed update of four new initiatives:

a. **LEGISLATIVE ISSUE.** Col Bergman stated that "We tried to get Col Handley some relief by getting a lawyer to come into the Headquarters to help; we are also getting long-term help in the Washington arena."

b. **ORIENTATION RIDES.** Col Bergman stated that "We are trying to get back vehicles into your hands--get money out in the field to you without a lot of red tape."

c. **MARKETING.** Col Bergman stated that in reference to the major fund-raising effort proposed by the Director of Marketing and Public Affairs and Skyline Industries, "We will go in with a prototype plan--this is in concert with launching the large display you have seen."

d. **UNIFORMS.** Col Bergman stated that during a January visit to the Supply Depot, he realized there was a large number of uniforms on hand, and while CAP won't be wearing the current Air Force uniform any longer than Sep '99, he is proposing use of these uniforms before they become obsolete. He stated that as an off-set to paying storage on these uniform items, the Corporation will pay the shipping costs. Col Bergman asked the wings to forward requirements so as many as possible of these uniforms can be shipped out. COL PADGETT reminded that some colors may vary due to the different dye lots, but cautioned that CAP members should not mix polyester with the wool blended uniform items.

FOLLOW-ON ACTION: Wings consolidate requests for uniform items from the Depot--FREE SHIPPING.

COL BERGMAN also mentioned that Las Vegas is one of the areas being considered for the 1997 Summer National Board if CAP would consider holding its meeting Sunday through Thursday. He asked the Board to keep an open mind about this concept.

6. ITEM: Proposed Amendment to the Constitution and Bylaws.

COL WHELESS/NLO briefed that Item #3--Organizational Name of CAP-USAF was the only item requiring action by the Board (SEE ATTACHED COPY OF MINUTES OF CIVIL AIR PATROL CONSTITUTION AND BYLAWS COMMITTEE, 15 February 1996). He also pointed out that an amendment to the Constitution requires a two-thirds approval vote of the National Board and that an amendment to the Bylaws requires only a majority approval vote of the National Board with satisfying written, pre-notice

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requirements. This requirement was satisfied by Col Padgett's 15 Aug 95 memorandum which was endorsed by Gen Anderson and forwarded to the National Board.

COL WHELESS/NLO moved, COL SCHAMEL/OK seconded the motion that the National Board approve the amendment of the Constitution in all appropriate provisions to change any reference to "Air Force Auxiliary Military Advisory Group" or "AFAMAG" to "Headquarters, CAP-USAF" or "CAP-USAF, as appropriate.

MOTION CARRIED.

COL WHELESS/NLO moved, COL CASH/WY seconded the motion that the National Board approve the amendment of the Bylaws in all appropriate provisions to change any reference to "Air Force Auxiliary Military Advisory Group" or "AFAMAG" to "Headquarters, CAP-USAF" or "CAP-USAF," as appropriate.

MOTION CARRIED.

FOLLOW-ON ACTION: Incorporate approved amendments in the Constitution and Bylaws.

7. ITEM: Civil Air Patrol Annual Budget Report.

GEN ANDERSON noted the Income Statement as of 31 Jan 96 (HANDED OUT AT MEETING), and commended Col Ratcliff and Col Kauffman for the work they have done in tandem with Mr. Hicks and the FM staff at Headquarters. He stated that "For the first time in many years you, have a consensus document that tells you where your corporate treasury goes and it runs in tandem with the Constitution and Bylaws requirement to make the budget approval by the National Board--not the NEC--which results in full disclosure."

8. ITEM: Policy Concerning 100hz Decoders in Repeaters.

COL TAZELAAR/DE moved, COL SCHMITT/OR seconded the motion that the National Board approve a policy to discontinue the use of 100hz decoders in repeaters for those who are not using them; do not require use, but make it a region policy to be determined by region.

DISCUSSION: It was pointed out that because of the different requirements across the country--flat land versus mountainous--it may not be prudent to have a national policy which requires use of the 100hz in the repeaters because it is not always used properly. It was also suggested that the problem may be with operator and command discipline. Gen Anderson stated that since this is a new piece of business that has not been staffed, that he would like comments from Col Jack Hildreth and Mr. Malcolm Kyser.

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COL HILDRETH stated that this subject has been discussed a number of times and that from his personal standpoint, he would like to see the current national policy stand.

MR. KYSER stated that his office (the OPR) has had difficulty implementing this policy, but he didn't think it was a question that could be answered at the meeting. He suggested that Board members need to go back and talk to their staff.

COL VOYIAZIAKIS/NAT CAP moved, COL BERGMAN seconded the motion to table until the Aug '96 National Board.

MOTION CARRIED.

FOLLOW-ON ACTION: Further staffing and an agenda item for the Aug '96 National Board.

9. ITEM: Policy to Allow Primary Pilot Training in CAP Aircraft

COL PANNONE/AK brought this agenda item from the Valdez Squadron requesting permission to train pilots in corporate aircraft in that the nearest FBO is located two days away and no other aircraft is available. He stated Valdez is located at the terminal end of the pipe line and the unit is running short of mission pilots; that they have people who are willing to pay for flight training but there is no way to get it.

DISCUSSION. Several Board members expressed concern with a policy that would put CAP in conflict with FBOs, but sympathized with the Valdez situation. It was suggested that instead of changing policy, a waiver to CAPR 60-1, which prohibits training for private license, might be a better way to handle this request.

COL PANNONE/AK moved, COL PORCO/CA seconded the motion that the National Board adopt the following policy: That for senior members, the Executive Director may, after consulting with the National Commander and Corporate Legal Counsel, authorize, in special circumstances, as a corporate mission, flight training in CAP aircraft leading to a private pilot license.

MOTION CARRIED.

FOLLOW-ON ACTION: Headquarters implementation of policy and change to appropriate regulations. OPR: DO.

10. ITEM: "CAPFLIGHT" Call Sign.

COL PANNONE/AK stated that the optional use of the CAPFLIGHT call sign is causing confusion with local air traffic controllers. It was pointed out that the reason it was made optional was due to need and desire to use the "N" identification when flying CD or Customs missions when CAP didn't want to be identified as CAP.

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COL GUIMOND/NER moved, COL PANNONE/AK seconded the motion that the National Board adopt the following policy: That the use of the "CAPFLIGHT" call sign be mandatory for all corporate aircraft on a date to be established by National Headquarters staff after proper staffing, with exception as to certain flights for which other call signs are required.

COL PANNONE/AK moved to amend, COL FAKE/LA seconded the amendment to the motion to change the term "corporate aircraft" to read "CAP aircraft."

AMENDMENT TO THE MOTION CARRIED.

MOTION AS AMENDED CARRIED.

FOLLOW-ON POLICY: Headquarters staffing and implementation of policy. OPR: DO.

11. ITEM: Queen Air Fleet.

GEN ANDERSON and COL PADGETT briefed the National Board on a situation that had just come to their attention. In 1993, the NEC authorized the acquisition of 10 Queen Air aircraft. It was recently discovered there were 13 Queen Air aircraft instead of the 10 authorized by the NEC, and perhaps 10 King Air aircraft. Gen Anderson stated that he was concerned about the additional aircraft being purchased without NEC approval. Gen Anderson added, "We are looking into this matter and the facts will come to focus; the fix is the elevation of authority of aircraft transactions; a review of this matter is in progress; this is a first step to keep you fully informed."

12. ITEM: Iowa Wing Building Dedication in Honor of Senator Tom Harkin.

COL HANDLEY/CLC thanked Col Toigo/IA for his support in getting the building dedication scheduled for the later part of April--named in honor of Senator Tom Harkin.

13. ITEM: Policy Actions Impacting the National Board.

COL BONNER/NC expressed concern that the NEC may be voting on changes that will affect CAP for the next 50 to 100 years, and stated that those type issues should have the vote of the entire National Board. He solicited the National Commander to keep the wings apprised of developments resulting from the BAR recommendations on reorganization that may include a detachment in Washington DC, so that the entire Board will have an opportunity to vote.

14. ITEM: Update of DEA Pamphlet.

COL SCHMITT/OR expressed appreciation to the DO staff for their support in negotiating in a timely manner, the rewrite of a DEA pamphlet which is a high-time requirement when DEA personnel are onboard CAP aircraft.

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PRESENTATION OF AWARDS AND DECORATIONS:

Distinguished Service Medals, certificates, and plaques were presented to the following named outgoing commanders: Col Robert Kirkwood/RMR, Col Colin Ward/AZ, Col Richard Herold/SC, and Col George Redfern/NJ.

Lt Col Len Blascovich was recognized with a miniature Certificate of Proficiency Medal.

Spaatz Certificate #1084 was presented to John Banks--Gen Anderson was assisted by Brig Gen Warren Barry who was the National Commander at the time the award was earned in 1971.

GEN ANDERSON presented Congressman Bob Barr, Republican representative to the U S Congress from the 7th District in Georgia, with a Certificate of Honorary Membership in Civil Air Patrol, a CAP hat, and a jumpsuit with an invitation to fly with the Congressional Squadron when his schedule permits.

REMARKS WERE MADE BY CONGRESSMAN BARR.

CHANGE OF COMMAND CEREMONY:

A Change of Command ceremony was conducted for the Rocky Mountain Region. Colonel Gary H. Tobey assumed command from Col Robert W. Kirkwood, who asked to be relieved due to personal commitments.

GEN ANDERSON also announced the assumption of command of the Colorado Wing by Lt Col William F. Hines, a former CAP cadet. Lt Col Hines was promoted to the temporary grade of colonel and his colonel rank was pinned on by Col Kirkwood and Col Tobey.

GEN ANDERSON expressed appreciation to Col Albano, Col Padgett, Don Rowland and their staffs who assisted in planning and executing this conference. He also thanked Col Ben Grove/GA for hosting the conference along with Col Rick Bowling/SER. Gen Anderson also acknowledged the presence of a number of former wing commanders who appreciate the work of Civil Air Patrol. Gen Anderson also presented the CAP coin to Cadet Phillip Casha, Feb '96 National Board Aide to the National Commander, and to Col "Boots" Herndon, Honorary National Board Sergeant at Arms.

NATIONAL BOARD adjourned 1500, Saturday, 17 Feb 96.